(d) whether the entire outlay is proposed to be funded by the Central Government from budgetary sources and if so how long would it take to complete the project?

THE MINISTER OF SHIPPING (SHRI T.R. BAALU): (a) to (d) 'Sagarmala' for rapid capacity expansion and modernization of ports along India's West and East coasts was amongst the new initiatives announced by the then Prime Minister on 15th August, 2003. Development of Inland Navigation is also to be a part of 'Sagarmala[1]. The announcement did not indicate the proposed outlay. However, as a first step, integrated development of Nhava Sheva (Jawaharlal Nehru Port) and Kochi (Cochin) ports, at a cost of Rs. 7500 crores was to begin.

Pursuant to the announcement, an outline of 'Sagarmala' programme was prepared and an outlay of Rs. 24.48 crores was provided in the Interim Budget for 2004-05 for activities to be taken up under the programme. Investment in the programme to be attracted is estimated to be over Rs. 100,000 crores spread over the next 10 years. The various activities under the programme are proposed to be taken up and executed through public private partnership with major portion of the investments coming from the private sector. Investments from public funds including budgetary support are proposed for certain identified areas of activity. However, the proposal for approval of the Competent Authority to the Programme outline could not be processed to its finality. The outlay of Rs. 24.48 crores for the programme has been retained in the main Budget 2004-05.

International Ship and Port Security Code

1015. SHRIMATI JAMANA DEVI BARUPAL:

DR. T. SUBBARAMI REDDY:

Will the Minister of SHIPPING be pleased to state:

(a) whether a comprehensive land policy for major port trusts has been finalized;

(b) if so, the features of this land policy;

(c) whether the domestic shipping industry and the port sector are implementing the new International Ship and Port Security Code;

(d) if so, whether at the present rate of implementation of the code, the industry is likely to wrap up the process by May, 2004; and

(e) to what extent this new security code for ships would be helpful and beneficial?

THE MINISTER OF SHIPPING (SHRI T.R. BAALU): (a) and (b) The land policy for major ports other than Kolkata and Mumbai Ports has been finalized and the salient features of the same are as follows:—

(i) Full powers have been delegated to the ports for leasing of land upto 30 years. This delegation is as per the provisions of the Section 34 of the Major Port Trusts Act, 1963.

(ii) Flexibility has been given to the Ports to decide whether the land is to be given on upfront premium basis or on annual lease rental basis.

(iii) The procedure for renewal of lease has been simplified to a great extent and the proposed system would be much more transparent.

(iv) A procedure has also been defined to enable renewal of leases in favour of sitting occupants even though the original lessees are no more occupying the premises.

(v) The annual escalation in the lease rent, which varied from 5 to 10% has been reduced to 2%.

(vi) The transfer of lease has been allowed subject to fulfillment of certain conditions.

(vii) The lessee has been allowed to sublet/partially sublet the leased premises subject to fulfillment of certain conditions.

(viii) Change of use of leased land has been made permissible subject to fulfillment of certain conditions.

(ix) The dispensing with the MGT requirement in those cases, which were finalized in the past, on merits of each case subject to fulfillment of certain conditions.

(c) to (e) The implementation of International Ship and Port Security (ISPS) Code with enhanced security measures to Indian ships and port

facilities by 1st July, 2004, which is mandatory as India is a contracting party to International Convention on Safety of Life at Sea, 1974 (SOLAS, 1974), will add to maritime safety and security. India have complied with the requirement of implementation of ISPS Code before the deadline of 1.7.2004 as non-compliance thereof might have led to debarring of Indian ships and ports for international trade, which would have had adverse impact on trade and economy of the country.

All Indian registered foreign going ships and coastal vessels making occasional foreign voyages have met the requirement of ISPS Code and have been issued International Ship Security Certificate (ISSC) as required under the code. As on date, 202 such ships have been issued the ISSC. Similarly, all Indian port facilities handling ships coming under the purview of ISPS Code have been issued with Port Facility Security Plan as per the requirements of ISPS Code, *i.e.* 12 major ports, 33 non-major ports and 1 ship-repair yard. As required under the code, this information has been communicated to the International Maritime Organisation.

SSI Service Institute in Tamil Nadu

1016. SHRI C. PERUMAL: Will the Minister of SMALL SCALE INDUSTRIES be pleased to state:

(a) whether it is proposed to set up Small Scale Industries Service Institute at Hosur considering that there is a large number of Small Scale Industries located at Hosur in Tamil Nadu;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF SMALL SCALE INDUSTRIES (SHRI MAHABIR PRASAD): (a) No, Sir.

(b) Does not arise.

(c) At present there are following three Small Industries Service Institutes/Branch Small industries Service Institutes located in Tamil Nadu:

(i) Small Industries Service Institute, 65/1, GST Road, Guindy, Chennai—600032.

(ii) Branch Small Industries Service Institute, 386, Patel Road, Ram Nagar Coimbatore—641009.